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The Debrecen - Nyiregyhaza - Zahony railroad is not administered by

the Soviets; however, in the central Debrecen station there is a large 50X1-HUM

Soviet station centrol post under the control of Col Nekresejov (who is amdengineer

This post is manned by approximately 60 officers, non-commissioned officers, and soldiers. This group is in charge of all transportation to and from the Soviet Union. The requirements of this post take precedence over all Hungarian commercial traffic, regardless of the fact of whether it is delayed or stopped there. In view of the above, it is easy to see why some people would believe that the Debrecen station is under Soviet control.

50X1-HUM



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	The railroad line between Szeged and Bekescsaba has a si50X1-HUM.
	Even the Hungarian newspapers have mentioned the fact that this line has
•	been repaired and modernized.

On the SZENTGOTTARD- KORMEND line, no work is in progress for the

construction of a second track. Only repair work is in progress at 50X1-HUM the present time.

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The so-called principal Eastern line from Budapest to Miskole

had been repaired in its entirety (up to Miskole) as a double track

railroad line.

The electrification of this line has been in progress for the last two years: So far, the work has been completed on the stretch up to Vamosgyork. At the present time, the electric poles are being installed in the Mezokovesd zone. The poles are built in Budapest in the "Ujpester Schiffabrik (Ships Factory) and in the Mavag plants.

By taking into account the length of time used to electrify the line up the Vamosgyork, it can be estimated that the entire job should be completed by the end of 1954, at which time traffic by electric traction will be possible as far as Miskolc.

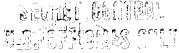
This work is proceeding simultaneously with the construction of the Borsod power plant; it is expected that the hydroelectric installations at Tiszalok will be completed soon. At the present time most of the electric power is supplied by the Disgyor and Tiszaluc power plants; it would be insufficient to run the trains by electricity.

· Block sys tem used on the Hungarian Railroads.

The Hungarian press has already spoken at length of the block system used on the Hungarian railroads. 50X1-HUM they have also mentioned that the main West line (Vienna-Budapest) has been equipped with a new block and safety system. This is a new Hungarian invention, perfected and developed in the Superior Technical School in Budapest. This new system is called the "Distance Regulator". When a train enters a large station, all the parallel lines that feed into the main line are blocked automatically. This new system not only affords greater safety for the traffic but also increases considerably the capacity So far this equipment/installed in the Ferenvaros freight station where it is planned to do most of the marshaling work without the assistance of any locomotives. The freight cars/memma pulled to an area from which which several inclined rails radiate. The freight cars are then released down these rails and are thus able to reach by themselves their assigned To prevent the freight cars from jumping the frog, it is/necessary to block a single switch which in turn blocks on the other switches.

This new block and safety system/now being tested in the central station of Budapest/in the Ferencearos and Tatabanya freight stations

The socalled automatic "English block systems" are in use only in



the freight stations near important railroad centers. At the small provincial stations, the switches are still blocked by hand.



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Between_CEGLED and PUSZTASZABOLCS there is no direct railroad

Dunafoldvar Bridge and joins, above Solt, near Kunszentmiklos, the 50X1-HUM network of the Budapest-Fulopszallas- Kecskemet, This line in turn, is connected with the Budapest-CEGLED- Szolnok line.